



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
March 17, 2015 – 7:00 p.m.
Agenda**

1. Call to Order

2. Welcome – Roll Call

- Tracy Mendonsa, *Chair*
- David Nelson, *Vice-Chair*
- Rita Brohman
- Joe Horton
- Chinnaian Jawahar
- Ryan Schrader
- Jeff Short
- Ethan Silver, *Youth Commissioner*

3. Pledge of Allegiance

4. Meeting Minutes

- November 18, 2014 – *Action Required*
- February 17, 2015 – *Action Required*

5. Oral Communication (Time Limitation Five (5) Minutes)

Anyone wishing to address the Commission on matters not on the Agenda please stand, come to the podium and state NAME for the record.

6. Consent Calendar

None

7. Special Presentations/Reports

- Transportation System Capital Improvement Program and Traffic Mitigation Fee Update – *Action Required*

8. Staff and/or Commission Reports/Comments

- Alternative Transportation Division Update

9. Pending Agenda

None

10. Adjournment

Note: If you plan to use audio/visual materials during your presentation, they must be submitted to the City of Roseville 72 hours in advance. All public meetings are broadcast live on Comcast Channel 14 or Surewest Channel 73 and replayed the following morning beginning at 9:00 a.m. Meetings are also replayed on weekends.

1. Call to Order

The meeting was called to order at 7:00 p.m. by Commissioner Horton.

2. Roll Call

Commissioners Present

Joseph Horton, *Chair*
Tracy Mendonsa, *Vice-Chair*
Chinnaian Jawahar
Ryan Schrader
Grace Keller
David Nelson (*arrived at 7:15*)
Andrew O'Hair, *Youth Commissioner*

Staff Present

Mike Wixon, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst II
Debbie Dion, Recording Secretary
Mike Dour, Alternative Transportation Analyst II
Michelle Sheidenberger, Deputy City Attorney

Commissioners Absent

Rita Brohman

3. Pledge of Allegiance

Commissioner Horton led those in attendance in the Pledge of Allegiance.

Commissioner Horton read a meeting procedures statement.

4. Oral Communications

Commissioner Horton opened the public comment period.

Mike Barnbaum addressed the Commission on transit happenings.

Commissioner Horton closed the public comment period.

5. Connect Card Equipment Review

The Transportation Commission meeting adjourned to the Civic Center Transfer Point for the Connect Card Equipment Review. The meeting reconvened to the Council Chambers at 7:20 p.m.

6. Special Presentations/Reports

a. Roseville Municipal Code Amendment – Action Required (Continued from October 2014 meeting)

Ms. Bruggeman introduced Michelle Sheidenberger.

Commissioner Horton opened and closed the public comment period. There were no public comments on this item.

A question and answer session between Commissioners and staff ensued.

MOTION:

Commissioner Jawahar made the motion, which was seconded by Commissioner Keller, to recommend the City Council adopt the proposed Roseville Municipal Code amendment to §14.30.010 (Complementary Paratransit ADA Service) and §14.30.030 (Roseville Transit Commuter Service), removal of §14.30.060 (Special Services) and addition of §14.30.080 (Service fees).

Ayes: Horton, Mendonsa, Jawahar, Schrader, Keller, O'Hair
Noes: Nelson
Abstain: None
Absent: Brohman

b. Alternative Transportation Division Annual Reports (Continued from October 2014 meeting)

Mike Dour presented the Annual Report for Bikeways and Transportation System Management.

A question and answer session between Commissioners and staff ensued.

Mr. Wixon introduced Eileen Bruggeman. Ms. Bruggeman presented the Annual Report for the Transit Ambassador Program and South Placer Transit Information Center.

A question and answer session between Commissioners and staff ensued.

The Annual Report for Roseville Transit was discussed at the October 2014 Transportation Commission Meeting.

A question and answer session between Commissioners and staff ensued.

Staff provided this report as informational only. No action required.

7. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update (Continued from October 2014 meeting)

Mr. Wixon presented the Alternative Transportation Division Update.

A question and answer session between Commissioners and staff ensued.

Commissioners requested staff provide an update on the Oak Street roundabout and email details on the ribbon cutting event.

The Transportation Commission extended their gratitude to Andrew O'Hair for his service on the Transportation Commission.

8. Pending Agenda

None

9. Adjournment

MOTION

Commissioner Keller made the motion, which was seconded by Commissioner Jawahar, to adjourn the meeting.

Ayes: Horton, Mendonsa, Jawahar, Schrader, Keller, Nelson, O'Hair
Noes: No
Abstain: No
Absent: Brohman

The meeting was adjourned at 8:30 p.m.

Joseph Horton, Chair

Debbie Dion, Recording Secretary



Transportation Commission Meeting

February 17, 2015 – 7:00 p.m.

Draft Minutes

1. Call to Order

The meeting was called to order at 7:00 p.m. by Commissioner Horton.

2. Roll Call

Commissioners Present

Joseph Horton, *Acting Chair*
Tracy Mendonsa, *Elected Chair*
Chinnaian Jawahar
David Nelson, *Elected Vice-Chair*
Andrew O'Hair, *Youth Commissioner*
Ryan Schrader
Jeff Short

Staff Present

Mike Wixon, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst
Jana Cervantes, Senior Engineer, Engineer
Officer Todd Lynn, Roseville Police Department
Lupe Nelson, Recording Secretary
Sue Schooley, Alternative Transportation Analyst

Commissioners Absent

Rita Brohman, *Absent Excused*

3. Pledge of Allegiance

Commissioner Horton led those in attendance in the Pledge of Allegiance.

4. Meeting Minutes

a. October 21, 2014 – Action Required

Commissioner Horton opened and closed the public comment period. There were no public comments on this item.

MOTION:

Commissioner Schrader made the motion, which was seconded by Commissioner Mendonsa, to approve the meeting minutes of October 21, 2014.

Ayes: Horton, Mendonsa, Nelson, Schrader,
Noes: None
Abstain: Jawhar
Absent: Brohman

5. Oral Communications

Commissioner Mendonsa opened the Public Comment period.

Mike Barnbaum, addressed the Commission on transit happenings.

Commissioner Mendonsa closed the Public Comment period.

6. Consent Calendar

- a. The 2270 Douglas Blvd., Building Transportation System Management (TSM) Plan
- b. Hewlett Packard Transportation System Management (TSM) Plan

MOTION

Commissioner Horton made the motion, seconded by Commissioner Jawahar, to combine items 6a. and 6b. and approve as one item.

Ayes: Horton, Jawahar, Mendonsa, Nelson, Schrader, Short, Silver
Noes: None
Abstain: None
Absent: Brohman

7. Special Presentation/Reports

a. Appointment of Chair and Vice Chair – Action Required.

This item was heard following the Meeting Minutes approval.

MOTION

Commissioner Jawahar made the motion, seconded by Commissioner Schrader, to appoint Commissioner Mendonsa as Chair and Commissioner Nelson as Vice-Chair to the Transportation Commission.

Ayes: Horton, Jawahar, Mendonsa, Nelson, Schrader, Short, Silver
Noes: None
Abstain: None
Absent: Brohman

b. Pedestrian Safety Presentation – No Action Required.

Jana Cervantes made the presentation. Ms. Cervantes introduced Officer Lynn.

A question and answer session between Commissioners and staff ensued.

Commissioner Mendonsa opened and closed the public comment period. There were no public comments on this item.

A question and answer session between Commissioners and staff ensued.

Staff provided this report as informational only. No action required.

c. Transit Performance Report for 1st and 2nd Quarter Fiscal Year 2015 – Action Required

Eileen Bruggeman made the presentation.

Commissioner Mendonsa opened the public comment period.

Mr. Barnbaum asked that Commuter Service to the Entertainment and Sports Center be offered and a survey be conducted to measure interest in weekend transit service for downtown events. He also asked if service to American River College is being considered.

Commissioner Mendonsa closed the public comment period.

A question and answer session between Commissioners and staff ensued.

MOTION

Commissioner Jawahar made the motion, seconded by Commissioner Schrader, to accept the Transit Performance Report for the 1st and 2nd Quarters for Fiscal Year 2015.

Ayes: Horton, Jawahar, Mendonsa, Nelson, Schrader, Short, Silver
Noes: None
Abstain: None
Absent: Brohman

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. 2013 CalAct Bus Roadeo
2. Transit Service Changes
3. Bus Procurement
4. Connect Card Update
5. Call Center Report
6. CalACT Board Selection Result
7. Bucks for Bikes
8. Smart Cycling Clinic
9. Marketing & Communication Update
10. Transit Ambassador Program
11. Legislative Update

Mr. Wixon and Sue Schooley made the presentation.

Commissioner Mendonsa opened and closed the public comment period. There were no public comments on this item.

A question and answer session between staff and the Commission ensued.

Staff provided this report as informational only. No action required.

b. Commissioner's Report

Commissioner Nelson and Ms. Schooley attended the Sac Metro Edge Street Cars and Transportation mixer. Commissioner Nelson extended his appreciation to Roseville Transit for providing a Commuter bus for attendees to scan.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Jawahar made the motion, which was seconded by Commissioner Horton, to adjourn the meeting.

Ayes: Horton, Jawahar, Mendonsa, Nelson, Schrader, Short, Silver
Noes: None
Abstain: None
Absent: Brohman

The meeting was adjourned at 8:30 p.m.

Tracy Mendonsa, Chair

Lupe Nelson, Recording Secretary



Transportation Commission Meeting

March 17, 2015 – 7:00 p.m.

Special Presentations/Reports

Item 7a. Transportation System Capital Improvement Program Update and Traffic Mitigation Fee Update

Staff **Scott Gandler, Senior Civil Engineer**

Recommendation

Staff recommends that the Transportation Commission accept public comment on the Roseville Transportation System Capital Improvement Program Update and Traffic Mitigation Fees updates and recommend City Council approval.

Background

Approximately every five years, or as major development projects are approved, City Staff updates the City's Transportation System Capital Improvement Program (CIP) and associated Traffic Mitigation Fees (TMF). This update reflects actual development levels and project costs for completed projects, and best available estimates for all remaining undeveloped land uses and projects. The last comprehensive update occurred in 2012.

The City's CIP and associated fee program provides a fair share cost of those necessary improvements that mitigate the impacts of new development. The CIP and the resulting Traffic Mitigation Fee is the result of a complex equation consisting of: build-out conditions within the City and approved land uses; anticipated growth within the region to the horizon year (2025 for this up-date); nearly 400 roadway, intersection and signal projects; a nexus calculation of each fee area's use of the roadways based on the City's traffic model; tracking of fees paid, specific plan contributions, developer reimbursements, and credits for work already completed beyond their obligation; and other sources of revenue to the program such as state and federal funds. The mitigation fees can be simplified in terms of the total project costs divided by the total Dwelling Unit Equivalents (DUE's). As DUE's and project costs fluctuate, the associated fees are adjusted to reflect the changes. However, many other factors are also used to finalize the TMF per DUE in each area of the City.

Discussion

This proposed update includes updated development levels throughout the City, updated projects and project costs, and updated land use and roadway projects associated with the approval of the Creekview Specific Plan in 2013.

With approval and inclusion of the Creekview Specific Plan, additional projects have been included in our CIP. Although the number of projects increased with this update, there was only a moderate increase in the overall CIP budget due to cost effective project budgeting. The proposed CIP budget is increasing by \$17 million, from \$381 million to \$398 million. The total remaining DUE's available to absorb these costs over have decreased since our last update as a result of several large projects, including the Galleria Mall expansion. As a result of the modest increase in CIP budget and decrease in DUE's, the average traffic fee will increase by approximately \$600/DUE or 15%. Exhibit A shows the proposed fees. A Technical Memorandum dated February 20, 2015 documenting the update is included as Exhibit B. This update uses the Institute of Transportation Engineers (ITE) 8th edition Trip Rates, released in December 2009, to apply the fees to individual projects, consistent with the last update approved in 2012. Payment of these fees by new development serves as their CEQA mitigation for the impacts caused by development projects.

With this CIP update, we are able to maintain the Council's commitment to our General Plan traffic level-of-service (LOS) policy, which is to maintain LOS C during the p.m. peak hour at a minimum of 70% of our signalized intersections.

Public Outreach – staff presented this update at a Stakeholders Committee/Public Workshop on March 11, 2015, and will present it to the BIA on March 18, 2015. Staff also shared this update with the Roseville Chamber of Commerce. Currently, the update is scheduled to be considered and acted upon by the City Council on April 1, 2015.

There will be no fiscal impact to the City's general fund by the proposed action. Adoption of this update will provide the City with the fiscal means to fund needed roadway improvements included in the CIP Update.

The California Environmental Quality Act (CEQA) requires that the road and intersection improvements called for in the Transportation System Capital Improvement Program Update be evaluated for environmental impact. With the Creekview Specific Plan Project, an Environmental Impact report (EIR) was certified in September 2012. The Creekview Specific Plan EIR contained a city-wide transportation system intersection level of service and policy analysis based on a horizon year of 2025. Because the Creekview Specific Plan EIR transportation system analysis included review of all intersection and roadway improvements identified in the 2025 Transportation System Capital Improvement Program Update, the project is found to be within the scope of this EIR and no further CEQA action is required at this time.

Exhibits:

- A. Proposed 2015 Traffic Mitigation Fees
- B. Technical Memorandum dated February 20, 2015

2025 CIP Update Comparison

Exhibit A

Benefit District	Existing Fees	Proposed Updated Fees	
	Fee	Fee	% Change
Del Webb	\$1,244	\$1,381	11%
HRN	\$1,244	\$1,381	11%
Infill	\$6,504	\$6,110	-6%
Redevelopment	\$4,674	\$4,280	-8%
NCRSP	\$2,508	\$3,049	22%
NERSP	\$3,628	\$3,646	1%
N. Industrial	\$4,920	\$5,899	20%
NRSP (Ph 1)	\$1,244	\$1,381	11%
NRSP (Ph 2N)	\$1,244	\$1,381	11%
Woodcreek West (PH2S)	\$1,244	\$1,381	11%
NRSP (Ph 3)	\$3,036	\$3,411	12%
NWRSP	\$1,244	\$1,381	11%
SERSP	\$5,530	\$3,668	-34%
Stoneridge (East)	\$2,453	\$1,381	-44%
Stoneridge (West)	\$5,899	\$4,726	-20%
WRSP (Fiddymment Ranch)	\$3,194	\$4,306	35%
WRSP (Westpark)	\$2,965	\$2,675	-10%
Sierra Vista	\$5,109	\$4,451	-13%
Westbrook	\$5,109	\$4,451	-13%
Creekview	N/A	\$6,711	N/A
Average Fee:	\$3,895	\$4,497	15%

TECHNICAL MEMORANDUM

TO: Scott Gandler
FROM: Dave Tokarski
DATE: February 20, 2015
SUBJECT: Transportation Development Fee Update For the City of Roseville P/A No. 13227-000

The City of Roseville updates its TMF (traffic mitigation fee) program periodically to respond to changing conditions and to assure that fees support the transportation improvements necessary to accommodate new development. Due to periods of growth over the past decade and the recent annexation of the Sierra Vista and Creekview Specific Plans, the City has undertaken the task of updating their TMF program.

This memorandum documents the technical analysis for the City's TMF update. The proposed updated fees are summarized in **Table 1**.

The basic fee structure and allocation methodology in the current fees remains largely unchanged for this TMF Update (with only a few changes.) This update to the Roseville traffic mitigation fees follows an update to the City's Capital Improvement Program (CIP) and uses revised land use forecasts for the City and the region and an updated version of the City's Travel Demand Model. The updated fees use a 2025 horizon year.

This TMF update involved the following:

- Compiling a comprehensive and updated CIP project list that incorporates roadway, intersection and signal improvements identified as mitigation measures in environmental documents since the adoption of the current fees (prepared by the City)
- Updating the construction cost estimates and the construction cost index (prepared by the City)
- Updating the estimates of "dwelling unit equivalences" (DUEs) and "roadway usage" estimates to reflect the latest development estimates based on approved developments.

Development Assumptions

For the Fee Update, a "base" month/year for calculating the fees of July 01, 2013 was used. The July 01, 2013 estimates include projects that had building permits, but were yet to be constructed and/or



occupied. Additionally, the 2025 development levels were updated to reflect approved developments. **Table 2** shows the DUE (dwelling unit equivalency) rates for all of the land use categories in the travel demand model. **Table 3** shows the base year (July 2013) and future year (2025) DUE totals by fee district.

Needs and Costs

The roadway and intersection improvements in the Fee Update are based on the current CIP project list that includes improvements identified in the West Roseville Specific Plan, Sierra Vista Specific Plan and other recent development projects. The roadway, intersection, and signal improvements and their associated costs for the CIP projects were updated by the City staff to reflect current CIP projects and construction unit costs.

Fee Allocation Methodology

The intent of the fee program is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan policies can be maintained. The fee allocation process is designed to draw a clear nexus between the usage of a new or improved roadway/intersection and new development within the City. The fees are calculated on a "district" basis and are differentiated by type of development in relationship to their relative traffic impacts.

As shown in **Figure 1**, the City was divided into 15 plan areas. For the TMF, some of these plan areas are further divided into subareas for a total of 17 "fee districts", so that fees can be distributed equitably based on the use of each roadway in the CIP project list. **Figure 2** shows the locations of all intersection and roadway projects in the CIP, regardless of whether or not there are costs included in the fee program for each location. **Figure 3** shows the resultant fees per DUE per district, color coded by whether the district's fee is the minimum fee (signal/ ITS costs only), below, or above the weighted average fee of \$4,497 per DUE.

The City's travel demand model was used to estimate the origin and destination of trips using each roadway or intersection improvement project. Trips using intersections were defined as total trips entering each intersection. Since the capacity needs for the roadways and intersections were based on afternoon peak hour traffic volume flows, the origins and destinations of PM peak hour trips (as opposed to daily trips) were used to determine who benefits from each improvement in the allocation process. In defining the usage of a roadway or intersection, the following criteria were used:

- If a trip using an improvement has both its origin and destination within the City, half of the trip was allocated to the origin district and half to the destination district.
- If a trip using an improvement has one end within the City but the other end of the trip outside the City, the trip was allocated to the district in the City where it originated or was destined.
- If a trip has both ends of its trip outside the City, it was classified as a "thru trip".



Although existing development (i.e., development that existed prior to July 01, 2013) will use the roadways and intersections in the project list, funding for the CIP projects focuses on new development for the following reasons:

- The City's TMF program was first adopted in 1988. Fees have already been collected for development that has occurred between 1988 and July 01, 2013.
- The improvement projects in the CIP were not needed in 1988, and thus are not needed to accommodate development that existed prior to 1988.

Consequently, existing development should not have to pay for the CIP roadway improvements. However, the City decided that accommodating the growth in "thru trips" (that have both ends of the trip outside the City) is the responsibility of both existing and future development. The following procedures were used to allocate fees based on the estimated percentage of use:

- The **growth** in "thru trips" using a roadway or intersection in the project list was allocated to a plan area based on the percentage use of the project by that plan area, including trips from both existing and new developments.
- The **growth** in local trips (those having at least one end of the trip within the City) was allocated to a plan area based on the percentage use of a project by new development only.

Using these procedures, most of the cost for the roadways and intersections in the project list would be paid by new development. The City, however, would have to pay a portion of the total cost reflecting existing development's share of the growth in "thru trips".

Fee Calculation Methodology

A Microsoft Excel spreadsheet contains the calculation of Roseville's Traffic Impact Fee that is maintained by the City of Roseville's Public Works Department. This fee estimation model (in the spreadsheet) contains three general sections; Funding Obligations, Funding Contributions, and Fee Calculations. These three sections are described next. **Table 4** summarizes the updated fees, as well as other key data from the master spreadsheet.

Funding Obligations

Roadway Obligation. This is the total cost of roadway projects allocated to each fee district for the entire program. The percentage of trips allocated to a fee district for each roadway improvement project is determined using the City's travel demand model. The appropriate proportion of the total project cost are used to identify the districts funding obligation for each roadway project in the roadway project listing. Individual roadway project costs are listed in **Table 6**.



Intersection Obligation. This is the total cost of intersection projects allocated to each fee district for the entire program. The percentage of trips allocated to a fee district for each intersection improvement project is estimated using the City's travel demand model. The appropriate proportion of the total intersection project cost are used to identify the fee districts funding obligation for each intersection project in the intersection project listing. Individual intersection project costs are listed in **Table 7**.

Signal/ITS Obligation. This is the total cost of signal improvements, ITS improvements, and future fee updates. Unlike the allocation of roadway and intersection improvements identified above, the cost of these improvements are shared equally City-wide on a per DUE basis since they provide city-wide benefits.

Total Obligation. This is the sum of the fee districts obligation for roadway, intersection, signal and ITS improvements.

Funding Contributions

TMF Fees Paid. This is the total Traffic Mitigation Fees paid by each fee district thru July 01, 2013, which corresponds with the land use data used in this update.

Construction Surcharge Paid. This is the Total Construction Surcharge paid by each fee district thru July 01, 2013. The construction surcharge represents fees that were paid as a building permit fee prior to the City's adoption of its current fee program in 1988.

Offsets Received. This is the total funding offset provided by the City to each fee district thru July 01, 2013 to reduce the total obligation of a fee district. The City has accepted the obligation to fund the offset provided to individual fee districts.

Remaining Plan Area Obligation. This is the total remaining fee district obligation and is reflective of the Total Obligation less TMF fees Paid, Construction Surcharge Paid, and Offsets received.

Fee Calculations

Growth in DUE's. This is the total growth in DUE's per fee district based on forecast development from July 01, 2013 thru 2025. The 2013, 2025 and the growth in DUE's is shown in **Table 3**. The July 01, 2013 and 2025 DUE's and the associated Growth in DUEs were calculated by applying the DUE rates shown in **Table 2** to the Roseville land use estimates and forecasts shown in **Table 5**.

Gross Fee Per DUE. This is the fee district's gross funding obligation to the Capital Improvement program. It is calculated by dividing the Remaining Plan Area Obligation by the Growth In DUE's.



Table 1
Summary of Updated Fees

	Plan Area	Roadway Obligation	Intersection Obligation	Signal/TTS Obligation	TMF Fees Paid	Plan Area Contribution	Growth DUES	Future City Offset	Transportation Mitigation Fee per DUE
1	Del Webb	\$ 1,480,649	\$ 109,284	\$ 252,994	\$ 2,249,875	-	183	\$ -	\$ 1,381
2	Highland Reserve North	\$ 5,817,726	\$ 939,127	\$ 607,285	\$ 9,620,382	-	440	\$ -	\$ 1,381
3a	Infill	\$ 38,657,356	\$ 17,072,969	\$ 5,324,158	\$ 16,678,319	-	3,855	\$ 5,012	\$ 6,110
3b	Redevelopment Area	\$ 4,611,630	\$ 2,036,720	\$ 635,146	\$ 1,989,641	-	460	\$ 6,127	\$ 4,280
4	North Central	\$ 40,851,277	\$ 6,877,486	\$ 6,216,040	\$ 36,006,897	\$ 5,359,561	4,501	\$ -	\$ 3,049
5	Northeast	\$ 27,629,955	\$ 8,581,793	\$ 2,790,745	\$ 16,455,172	\$ 12,567,843	2,021	\$ -	\$ 3,646
6	North Industrial	\$ 45,692,451	\$ 6,531,426	\$ 11,128,627	\$ 14,692,597	-	8,057	\$ -	\$ 5,899
7	North Roseville - Phase 1	\$ 4,616,811	\$ 562,319	\$ 829,795	\$ 6,665,963	-	601	\$ -	\$ 1,381
8	North Roseville - Phase 2N	\$ 174,979	\$ 22,754	\$ 46,960	\$ 1,179,421	-	34	\$ -	\$ 1,381
9	North Roseville - Phase 2S	\$ 2,025,440	\$ 194,524	\$ 420,998	\$ 5,653,586	-	305	\$ -	\$ 1,381
10	North Roseville - Phase 3	\$ 1,774,725	\$ 232,263	\$ 209,940	\$ 1,698,506	-	152	\$ -	\$ 3,411
11	Northwest	\$ 7,405,706	\$ 1,394,376	\$ 699,121	\$ 18,054,839	\$ 2,376,272	506	\$ -	\$ 1,381
12	Southeast	\$ 6,029,275	\$ 3,885,927	\$ 774,222	\$ 7,879,233	-	561	\$ -	\$ 3,668
13	Stoneridge East	\$ 4,265,168	\$ 658,739	\$ 620,151	\$ 2,447,338	\$ 2,324,611	449	\$ -	\$ 1,381
14	Stoneridge West	\$ 5,787,501	\$ 893,857	\$ 1,062,273	\$ 2,985,582	\$ 818,255	769	\$ -	\$ 4,726
15	WRSP-N (Fiddymnt)	\$ 23,681,098	\$ 1,888,270	\$ 6,877,817	\$ 2,397,236	\$ 14,730,601	4,980	\$ -	\$ 4,306
16	WRSP-S (Westpark)	\$ 14,843,442	\$ 1,147,971	\$ 3,526,789	\$ 9,343,561	\$ 7,970,459	2,553	\$ -	\$ 2,675
17	Sierra Vista	\$ 33,219,206	\$ 3,716,211	\$ 16,619,272	\$ -	-	12,033	\$ -	\$ 4,451
18	Creekview	\$ 12,037,038	\$ 659,088	\$ 3,290,330	\$ -	-	2,382	\$ -	\$ 6,711
	Existing City	\$ (1,052,331)	\$ (632,679)			\$ 19,583,605			
	Total	\$ 279,549,100	\$ 56,772,422	\$ 61,932,664	\$ 155,998,147	\$ 65,731,207	44,840		

Source: DKS Associates, 2015



Plan Area Contribution. This reflects the cost of Capital Improvement Projects included within the Fee Program that were constructed as a condition of development of a fee district. This advance construction is reflected as a fee credit to the individual fee district to reduce the district's funding obligation.

Credit. This is a reduction to a fee districts funding obligation and is calculated by dividing the Plan Area contribution by the growth in DUE's.

Future City Offset. Since the inception of the City's Capital Improvement Program, the City has contributed funds in excess of the City's obligation to the program. The funding sources for these contributions include gas tax funds, and State and Federal Funds. Because of this contribution, in the past the City has reduced plan area fees through a City provided offset. Currently, the City has chosen to offset the fees in the infill and redevelopment areas of the City to provide an incentive to reinvest in these fee districts.

Net Fee Per DUE. This is the total fee to be paid at issuance of a building permit. It is calculated by subtracting the Credit and Future Offset amounts from the Remaining Plan Area Obligation. As discussed below, the net fee per DUE must be multiplied by the appropriate DUE factor to determine the fee for each land use type.

Dwelling Unit Equivalents

Once each district's share of the cost of the improvement projects is established, the actual fees are calculated based on a specific development's trip generation expressed in "dwelling unit equivalents" or DUEs.

Dwelling unit equivalency rates were developed by comparing the trip generation and trip length characteristics of various development types to those of a typical single-family dwelling unit. Peak hour trip generation rates were adjusted to discount for "pass-by" trips. Average trip lengths for the remaining "primary" trips generated by a development were then utilized to better reflect overall impact of longer trips on the City's roadway system. The DUE rates were thus based on estimates of the average vehicle-miles of travel (VMT) generated during the PM peak hour for each general land use type. The general DUE rates used to estimate the fees are shown in **Table 2**. To illustrate the functionality of DUEs, 1,000 square feet of office development is estimated to have on average the same peak hour impact on the City's roadway system as 1.580 single family dwelling units.

These rates were used to calculate the average fee per DUE for each district in the City. When implementing the fees, however, a more detailed fee structure would be used. That is, a fast food restaurant has a different DUE rate than a shopping center or most other types of retail development. The detailed DUE rates are updated periodically and are available on the City's website:

http://www.roseville.ca.us/pw/engineering/transportation_planning/traffic_fee_programs/tmf_program.asp



The detailed DUE rate table provides adequate information to define the DUE rate for most development types in the City. However, there will be special cases that will require professional judgments and/or collection of new data. For such cases the City staff would determine the appropriate DUE rates based on available data and/or acceptable data provided by a developer. **Table 3** shows the resultant DUEs by fee districts (i.e., Plan Areas). **Table 5** shows the City’s land use estimates used for DUE estimation for the existing conditions (July 01, 2013) and for the future horizon year (2025).

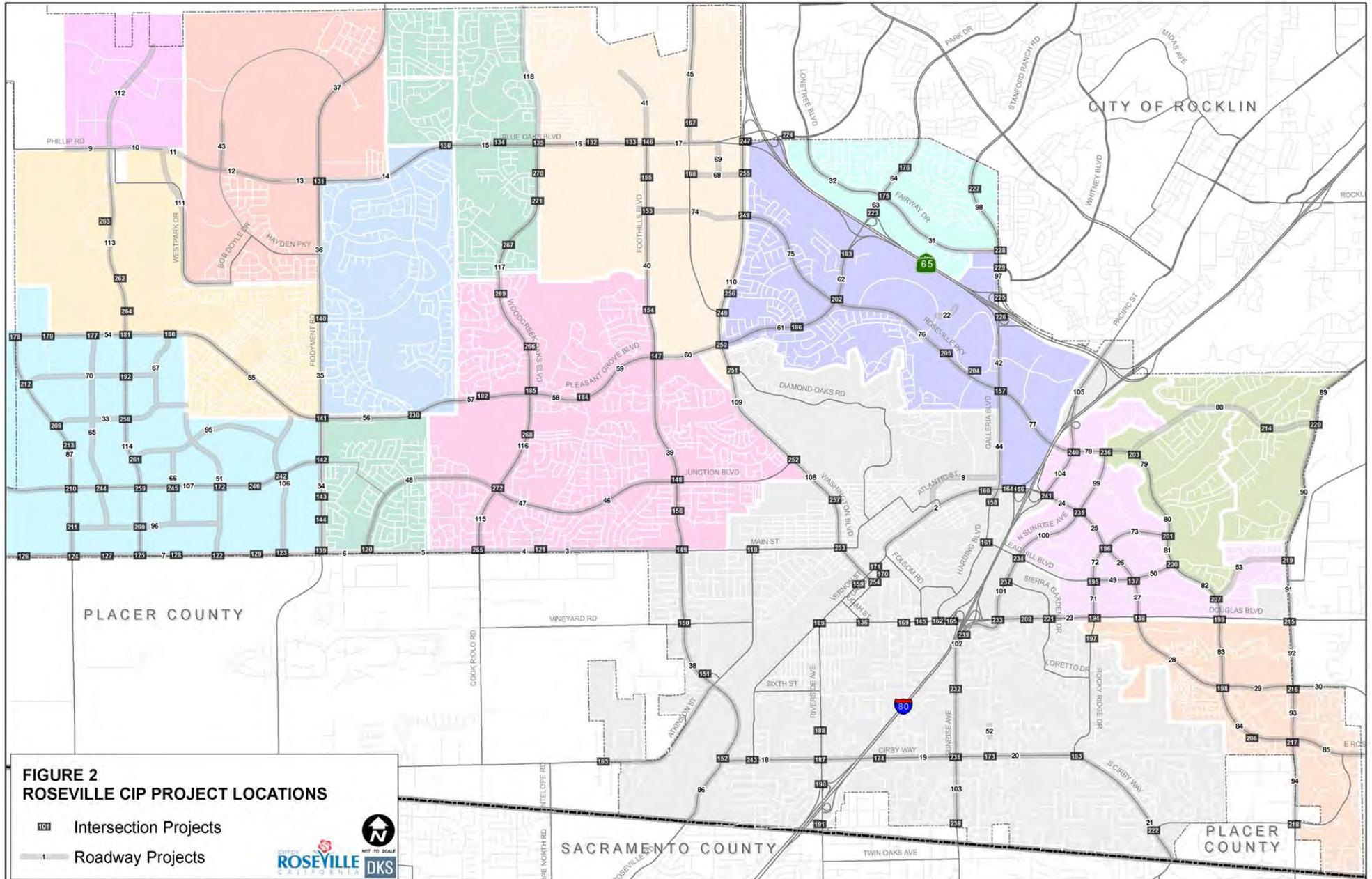
Table 2 General DUE Rates		
Land Use Category	Unit	DUE Rate
Singe Family	Dwelling Unit	1.0000
Multi-Family	Dwelling Unit	0.6571
Age Restricted	Dwelling Unit	0.3504
Retail	1,000 Square Feet	1.4270
Regional Mall	1,000 Square Feet	1.6390
Office	1,000 Square Feet	1.5804
Industrial	1,000 Square Feet	0.7297
High Tech	1,000 Square Feet	1.2402
Medical Office	1,000 Square Feet	3.0006
Hospital	1,000 Square Feet	1.1940
Convalescent	1,000 Square Feet	0.1765
Hotel Rooms	Rooms	0.9178
Public/Quasi-Public	1,000 Square Feet	1.7115
<i>Source: DKS Associates, 2010</i>		

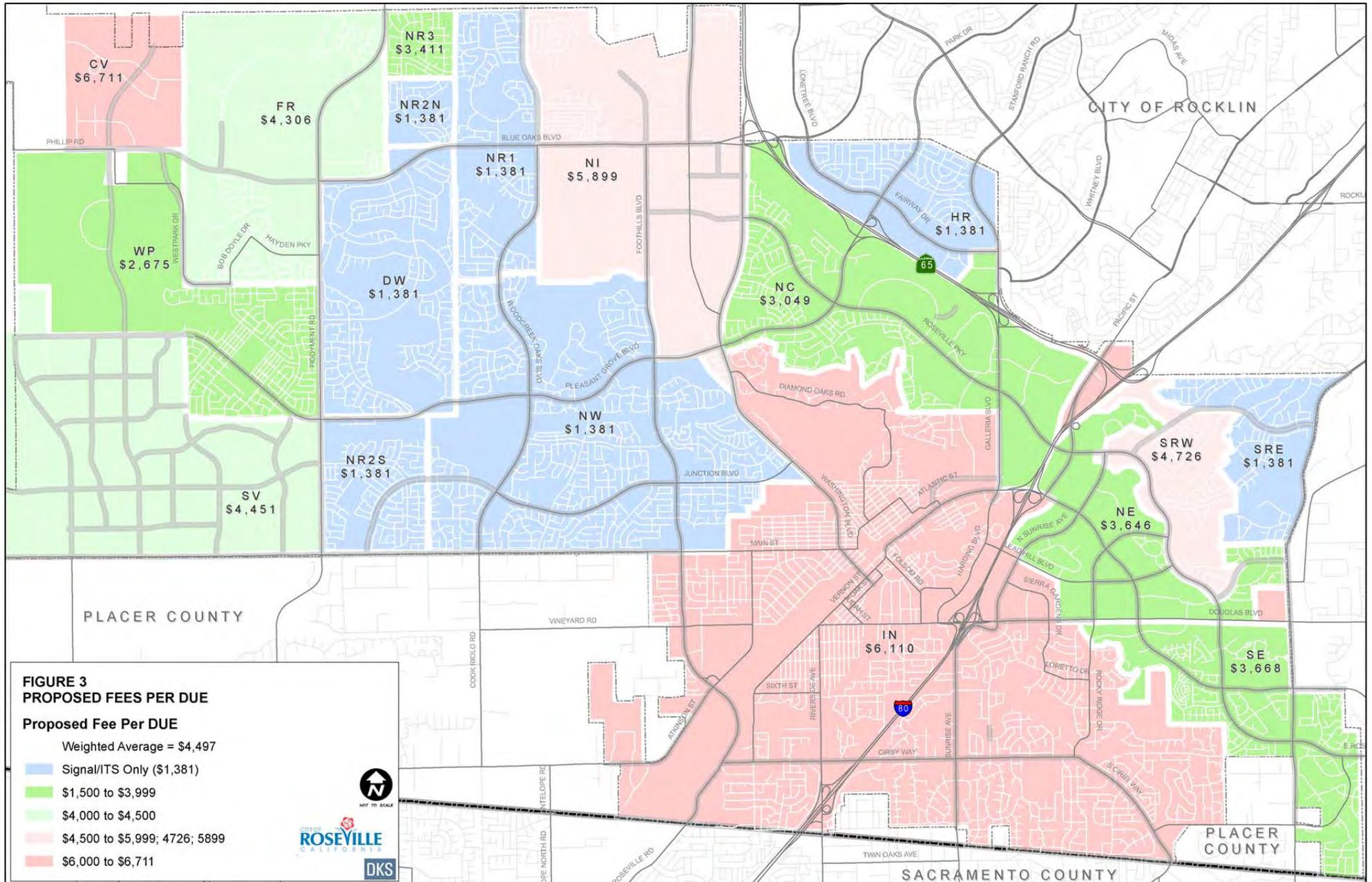


Table 3
Estimated DUEs by Plan Area

Plan Area		Total July 01, 2013 DUEs	Total Year 2025 DUEs	Growth In DUEs	Percent Growth (of 2025 DUEs)
1	Del Webb	1,403	1,586	183	11.5%
2	Highland Reserve North	3,583	4,023	440	10.9%
3	Infill / Redevelopment	29,013	33,328	4,315	12.9%
4	North Central	12,830	17,331	4,501	26.0%
5	Northeast	13,189	15,209	2,021	13.3%
6	North Industrial	9,185	17,243	8,057	46.7%
7	North Roseville Phase 1	2,330	2,931	601	20.5%
8	North Roseville Phase 2N	353	387.4934	34	8.8%
9	North Roseville Phase 2S	1,762	2,066	305	14.8%
10	North Roseville Phase 3	604	755.638	152	20.1%
11	Northwest	9,674	10,180	506	5.0%
12	Southeast	5,323	5,884	561	9.5%
13	Stoneridge East	973	1,422	449	31.6%
14	Stoneridge West	1,160	1,929	769	39.9%
15	Fiddymment Ranch	957	5,937	4,980	83.9%
16	WestPark	2,404	4,958	2,553	51.5%
17	Sierra Vista	-	12,033	12,033	100.0%
18	Creekview	-	2,382	2,382	100.0%
Total		94,745	139,585	44,840	32.1%

Source: DKS Associates, 2015





PLAN AREA	ROADWAY OBLIGATION	INTERSECTION OBLIGATION	SIGNAL/ITS OBLIGATION	TOTAL OBLIGATION (not SIGNALS)	TMF FEES PAID	CONSTRUCTION SURCHARGE PAID	OFFSET RECEIVED THRU 6/30/09	PLAN AREA CONTRI-BUTION	RAW REMAINING OBLIGATION (not SIGNALS)	ADJ REMAINING OBLIGATION (not SIGNALS)	GROWTH DUE'S	GROSS FEE/DUE	ADJ FUT CITY OFFSET	FINAL NET FEE PER DUE
1 Del Webb	\$ 1,480,649	\$ 109,284	\$ 252,994	\$ 1,589,932	\$ 2,249,875	\$ -	\$ -	\$ -	\$ (659,943)	\$ -	183	\$ (3,603)	\$ -	\$ 1,381
2 Highland Reserve North	\$ 5,817,726	\$ 939,127	\$ 607,285	\$ 6,756,852	\$ 9,620,382	\$ -	\$ -	\$ -	\$ (2,863,530)	\$ -	440	\$ (6,513)	\$ -	\$ 1,381
3 Infill	\$ 38,657,356	\$ 17,072,969	\$ 5,324,158	\$ 55,730,325	\$ 16,678,319	\$ 1,357,236	\$ 145,828	\$ -	\$ 37,548,941	\$ 18,228,789	3,855	\$ 9,741	\$ 5,012	\$ 6,110
4 Redevelopment Area	\$ 4,611,630	\$ 2,036,720	\$ 635,146	\$ 6,648,350	\$ 1,989,641	\$ 161,912	\$ 17,397	\$ -	\$ 4,479,402	\$ 1,333,067	460	\$ 9,741	\$ 6,127	\$ 4,280
5 North Central	\$ 40,851,277	\$ 6,877,486	\$ 6,216,040	\$ 47,728,763	\$ 36,006,897	\$ -	\$ 229,630	\$ 3,987,049	\$ 7,505,187	\$ 7,505,187	4,501	\$ 1,668	\$ -	\$ 3,049
6 Northeast	\$ 27,629,955	\$ 8,581,793	\$ 2,790,745	\$ 36,211,749	\$ 16,455,172	\$ 1,442,525	\$ 2,861,298	\$ 10,875,723	\$ 4,577,030	\$ 4,577,030	2,021	\$ 2,265	\$ -	\$ 3,646
7 North Industrial	\$ 45,692,451	\$ 6,531,426	\$ 11,128,627	\$ 52,223,877	\$ 14,692,597	\$ 624,988	\$ 503,814	\$ -	\$ 36,402,477	\$ 36,402,477	8,057	\$ 4,518	\$ -	\$ 5,899
8 North Roseville - Phase 1	\$ 4,616,811	\$ 562,319	\$ 829,795	\$ 5,179,130	\$ 6,665,963	\$ -	\$ -	\$ -	\$ (1,486,833)	\$ -	601	\$ (2,475)	\$ -	\$ 1,381
9 North Roseville - Phase 2N	\$ 174,979	\$ 22,754	\$ 46,960	\$ 197,732	\$ 1,179,421	\$ -	\$ -	\$ -	\$ (981,689)	\$ -	34	\$ (28,873)	\$ -	\$ 1,381
10 North Roseville - Phase 2S	\$ 2,025,440	\$ 194,524	\$ 420,998	\$ 2,219,964	\$ 5,653,586	\$ -	\$ -	\$ -	\$ (3,433,622)	\$ -	305	\$ (11,265)	\$ -	\$ 1,381
11 North Roseville - Phase 3	\$ 1,774,725	\$ 232,263	\$ 209,940	\$ 2,006,988	\$ 1,698,506	\$ -	\$ -	\$ -	\$ 308,482	\$ 308,482	152	\$ 2,029	\$ -	\$ 3,411
12 Northwest	\$ 7,405,706	\$ 1,394,376	\$ 699,121	\$ 8,800,081	\$ 18,054,839	\$ -	\$ 457,844	\$ 2,376,272	\$ (12,088,874)	\$ -	506	\$ (23,883)	\$ -	\$ 1,381
13 Southeast	\$ 6,029,275	\$ 3,885,927	\$ 774,222	\$ 9,915,202	\$ 7,879,233	\$ 242,620	\$ 511,250	\$ -	\$ 1,282,099	\$ 1,282,099	561	\$ 2,287	\$ -	\$ 3,668
14 Stoneridge East	\$ 4,265,168	\$ 658,739	\$ 620,151	\$ 4,923,906	\$ 2,447,338	\$ -	\$ 201,411	\$ 2,324,611	\$ (49,453)	\$ -	449	\$ (110)	\$ -	\$ 1,381
15 Stoneridge West	\$ 5,787,501	\$ 893,857	\$ 1,062,273	\$ 6,681,358	\$ 2,985,582	\$ -	\$ 305,066	\$ 818,255	\$ 2,572,455	\$ 2,572,455	769	\$ 3,345	\$ -	\$ 4,726
16 WRSP-N (Fiddymnt)	\$ 23,681,098	\$ 1,888,270	\$ 6,877,817	\$ 25,569,368	\$ 2,397,236	\$ -	\$ -	\$ 8,606,097	\$ 14,566,035	\$ 14,566,035	4,980	\$ 2,925	\$ -	\$ 4,306
17 WRSP-S (Westpark)	\$ 14,843,442	\$ 1,147,971	\$ 3,526,789	\$ 15,991,412	\$ 9,343,561	\$ -	\$ -	\$ 3,343,109	\$ 3,304,742	\$ 3,304,742	2,553	\$ 1,294	\$ -	\$ 2,675
18 Sierra Vista	\$ 33,219,206	\$ 3,716,211	\$ 16,619,272	\$ 36,935,417	\$ -	\$ -	\$ -	\$ -	\$ 36,935,417	\$ 36,935,417	12,033	\$ 3,070	\$ -	\$ 4,451
19 Creekview	\$ 12,037,038	\$ 659,088	\$ 3,290,330	\$ 12,696,127	\$ -	\$ -	\$ -	\$ -	\$ 12,696,127	\$ 12,696,127	2,382	\$ 5,329	\$ -	\$ 6,711
Existing City	\$ (1,052,331)	\$ (632,679)	\$ -	\$ (1,685,010)	\$ -	\$ -	\$ (5,233,538)	\$ 25,097,824	\$ (6,918,548)	\$ -	0	\$ -	\$ -	\$ 17,850,479
Total	\$ 279,549,100	\$ 56,772,422	\$ 61,932,664	\$ 336,321,522	\$ 155,998,147	\$ 3,829,281	\$ -	\$ 57,428,941	\$ 133,695,902	\$ 139,711,907	44,840	\$ 2,982	\$ -	\$ -

Source: City of Roseville and DKS Associates, 2015

Area	Single Family DU's			Multi-Family DU's			Age Restricted DU's			Total Residential DU's			K-12 Students		
	2013	Buildout	Growth	2013	Buildout	Growth	2013	Buildout	Growth	2013	Buildout	Growth	2013	Buildout	Growth
Del Webb	-	-	-	100	100	-	3,109	3,124	15	3,209	3,224	15	-	-	-
Highland Reserve North	1,250	1,261	11	411	411	-	-	-	-	1,661	1,672	11	432	432	-
Infill	12,548	12,731	183	3,732	4,740	1,008	-	-	-	16,280	17,471	1,191	8,890	8,890	-
North Central	2,294	2,361	67	1,888	2,154	266	-	-	-	4,182	4,515	333	2,201	2,201	-
Northeast	467	822	355	465	690	225	-	-	-	932	1,512	580	537	537	-
North Industrial	930	1,123	193	-	-	-	-	-	-	930	1,123	193	-	700	700
North Roseville	2,740	2,926	186	380	380	-	18	386	368	3,138	3,692	554	2,109	2,109	-
Woodcreek West	1,527	1,527	-	222	347	125	-	31	31	1,749	1,905	156	911	911	-
Northwest	6,578	6,647	69	2,207	2,414	207	-	-	-	8,785	9,061	276	5,525	5,525	-
Southeast	1,708	1,726	18	1,329	1,329	-	-	-	-	3,037	3,055	18	914	914	-
Stoneridge	1,552	2,041	489	532	701	169	-	-	-	2,084	2,742	658	503	503	-
West Roseville	3,024	6,237	3,213	308	3,387	3,079	161	704	543	3,493	10,328	6,835	-	4,800	4,800
Sierra Vista	-	6,107	6,107	-	2,577	2,577	-	-	-	-	8,684	8,684	-	4,350	4,350
Creekview	-	1,440	1,440	-	658	658	-	-	-	-	2,098	2,098	-	600	600
Total	34,618	46,949	12,331	11,574	19,888	8,314	3,288	4,245	957	49,480	71,082	21,602	22,022	32,472	10,450
Area	Retail KSF			Regional Mall KSF			Office KSF			Industrial KSF			High Tech KSF		
	2013	Buildout	Growth	2013	Buildout	Growth	2013	Buildout	Growth	2013	Buildout	Growth	2013	Buildout	Growth
Del Webb	-	89	89	-	-	-	-	-	-	-	-	-	-	-	-
Highland Reserve North	1,321	1,622	300	-	-	-	15	15	-	-	-	-	-	-	-
Infill	4,620	4,620	-	-	-	-	1,964	3,251	1,287	2,441	3,215	775	-	-	-
North Central	2,813	3,192	379	1,755	1,755	-	1,327	3,366	2,039	-	-	-	-	-	-
Northeast	1,776	2,264	488	-	-	-	3,070	3,589	520	-	-	-	-	-	-
North Industrial	71	348	277	-	-	-	351	541	191	5,630	7,889	2,259	2,701	6,378	3,677
North Roseville	90	410	319	-	-	-	35	35	-	-	-	-	-	-	-
Woodcreek West	21	170	148	-	-	-	-	-	-	-	-	-	-	-	-
Northwest	574	777	203	-	-	-	99	99	-	97	97	-	-	-	-
Southeast	513	809	297	-	-	-	1,230	1,300	71	-	-	-	-	-	-
Stoneridge	56	425	369	-	-	-	-	-	-	-	-	-	-	-	-
West Roseville	16	765	749	-	-	-	-	115	115	-	768	768	-	-	-
Sierra Vista	-	2,176	2,176	-	-	-	-	572	572	-	-	-	-	-	-
Creekview	-	179	179	-	-	-	-	143	143	-	-	-	-	-	-
Total	11,871	17,846	5,975	1,755	1,755	-	8,089	13,027	4,938	8,168	11,969	3,801	2,701	6,378	3,677

Area	Medical Office KSF			Hospital KSF			Convalescent KSF			Hotel Rooms			Public/Quasi-Public KSF		
	2013	Buildout	Growth	Buildout	Growth	Growth	Buildout	Growth	Growth	2013	Buildout	Growth	2013	Buildout	Growth
Del Webb	-	-	-	-	-	-	-	-	-	-	-	-	3	3	-
Highland Reserve North	-	-	-	-	-	-	-	-	-	-	-	-	53	53	-
Infill	10	10	-	-	-	-	62	62	-	523	718	195	659	1,039	380
North Central	-	-	-	-	-	-	-	-	-	200	736	536	8	8	-
Northeast	854	854	-	1,651	1,651	-	-	-	-	500	500	-	-	-	-
North Industrial	-	-	-	-	-	-	-	-	-	-	-	-	75	616	541
North Roseville	-	-	-	-	-	-	90	90	-	-	-	-	-	-	-
Woodcreek West	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northwest	-	-	-	-	-	-	141	141	-	-	-	-	5	9	4
Southeast	-	-	-	-	-	-	8	8	-	-	-	-	6	10	5
Stoneridge	-	-	-	-	-	-	-	-	-	100	175	75	15	21	6
West Roseville	-	-	-	-	-	-	-	-	-	-	-	-	10	40	30
Sierra Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Creekview	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	864	864	-	1,651	1,651	-	301	301	-	1,323	2,129	806	834	1,800	966

Source: City of Roseville and DKS Associates, 2015

Roadway Project				Roadway Project					
ID	Roadway	From	To	Cost to TDF	ID	Roadway	From	To	Cost to TDF
1	Atkinson Street	Foothills	Hilltop	\$ 14,340,263	34	Fiddymment Road	Baseline	Pleasant Grove	\$ 4,000,000
2	Atlantic Street	Vernon	Harding	\$ 6,194,151	35	Fiddymment Road	Pleasant Grove	Del Webb	\$ 237,500
3	Baseline Road	Foothills	Country Club	\$ 344,819	36	Fiddymment Road	Del Webb	Blue Oaks	\$ 425,497
4	Baseline Road	Country Club	Woodcreek Oaks	\$ 146,867	37	Fiddymment Road	Blue Oaks	City Limit	\$ 7,471,780
5	Baseline Road	Woodcreek Oaks	Junction	\$ 393,349	38	Foothills Boulevard	Cirby	Main	\$ 84,049
6	Baseline Road	Junction	Fiddymment	\$ 177,407	41	Foothills Boulevard	Blue Oaks	North City Limits	\$ 3,500,000
9	Blue Oaks Blvd	Creekview W Boundary	Westbrook Blvd	\$ 779,356	42	Galleria Boulevard	Roseville Parkway	Highway 65	\$ 1,338,874
10	Blue Oaks Blvd	Westbrook Blvd	Westpark Dr	\$ 1,236,284	44	Harding Boulevard	Atlantic	Roseville Parkway	\$ 12,333,616
11	Blue Oaks Blvd	Westpark Dr	Fiddymment W. Boundary	\$ 6,000,000	45	Industrial Ave	Blue Oaks	City Limit	\$ 568,912
12	Blue Oaks Blvd	Fiddymment W. Boundary	Kaseberg Bridge	\$ 8,105,849	46	Junction Blvd	Foothills	Country Club	\$ 267,614
13	Blue Oaks Blvd	Kaseberg Bridge	Fiddymment	\$ 499,800	47	Junction Blvd	Country Club	Woodcreek Oaks	\$ 579,305
14	Blue Oaks Blvd	Fiddymment	Crocker Ranch	\$ 4,034,025	48	Junction Blvd	Woodcreek Oaks	Baseline	\$ 545,367
15	Blue Oaks Blvd	Crocker Ranch	Woodcreek Oaks	\$ 5,000,000	49	Lead Hill	Rocky Ridge	Eureka	\$ 312,216
16	Blue Oaks Blvd	Woodcreek Oaks	Foothills	\$ 5,443,964	50	Lead Hill	Eureka	Roseville Parkway	\$ 267,614
17	Blue Oaks Blvd (inc Bridge)	Foothills	HWY 65	\$ 8,000,000	52	Oakridge Drive Bridge	Cirby	Coloma Way	\$ 100,000
18	Cirby Way	Foothills	Riverside	\$ 15,822,515	54	Pleasant Grove Blvd	W of Santucci Blvd	West Of Ph 2	\$ 1,000,000
21	Cirby Way	Rocky Ridge	City Limit	\$ 2,785,689	55	Pleasant Grove Blvd	West Of Ph 2	Fiddymment	\$ 864,263
22	Conference Center Drive	Gibson Drive	Roundabout	\$ 1,900,000	56	Pleasant Grove Blvd	Fiddymment	Sun City	\$ 151,422
23	Douglas Boulevard	Sunrise	Rocky Ridge	\$ 397,230	57	Pleasant Grove Blvd	Sun City	Woodcreek Oaks	\$ 6,136,131
24	Eureka Road	Taylor	Sunrise	\$ 3,172,352	58	Pleasant Grove Blvd	Woodcreek Oaks	Country Club	\$ 1,837,527
25	Eureka Road	Sunrise	Rocky Ridge	\$ 646,686	59	Pleasant Grove Blvd	Country Club	Foothills	\$ 2,980,043
26	Eureka Road	Rocky Ridge	Lead Hill	\$ 608,645	60	Pleasant Grove Blvd	Foothills	Washington	\$ 5,166,355
27	Eureka Road	Lead Hill	Douglas	\$ 532,565	61	Pleasant Grove Blvd	Washington	Roseville Parkway	\$ 1,304,070
28	Eureka Road	Douglas	Roseville Parkway	\$ 1,091,715	62	Pleasant Grove Blvd	Roseville Parkway	HWY 65	\$ 727,847
29	Eureka Road	Roseville Parkway	Sierra College	\$ 648,025	64	Pleasant Grove Blvd	Fairway	Rocklin	\$ 1,325,321
31	Fairway Drive	Stanford Ranch	Pleasant Grove	\$ 969,676	71	Rocky Ridge	Douglas	Lead Hill	\$ 1,256,292
32	Fairway Drive	Pleasant Grove	Blue Oaks	\$ 1,729,750	72	Rocky Ridge	Lead Hill	Eureka	\$ 240,853

Table 6 (continued)									
Roadway Project Costs									
Roadway Project				Roadway Project					
ID	Roadway	From	To	Cost to TDF	ID	Roadway	From	To	Cost to TDF
73	Rocky Ridge	Eureka	Roseville Parkway	\$ 976,138	94	Sierra College Boulevard	Roseville Parkway	Old Auburn	\$ 1,075,678
74	Roseville Parkway	Foothills	Washington	\$ 15,231,906	97	Stanford Ranch Road	HWY 65	Fairway	\$ 105,333
75	Roseville Parkway	Washington	Pleasant Grove	\$ 2,640,588	98	Stanford Ranch Road	Fairway	Rocklin	\$ 247,815
76	Roseville Parkway	Pleasant Grove	Galleria	\$ 1,699,875	99	Sunrise Boulevard	Roseville Parkway	Eureka	\$ 3,277,983
77	Roseville Parkway	Galleria	Taylor	\$ 23,149,892	100	Sunrise Boulevard	Eureka	Lead Hill	\$ 773,814
78	Roseville Parkway	Taylor	Sunrise	\$ 1,919,707	105	Taylor Road	Roseville Parkway	City Limit	\$ 5,211,393
79	Roseville Parkway	Sunrise	Miner's Ravine	\$ 3,741,476	107	Vista Grande Blvd	near City Limit	Fiddymont	\$ 7,239,533
80	Roseville Parkway	Miner's Ravine	Rocky Ridge	\$ 10,344,000	108	Washington Boulevard	Oak	Sawtell	\$ (893,355)
81	Roseville Parkway	Rocky Ridge	Lead Hill	\$ 237,716	109	Washington Boulevard	Sawtell (Andora)	Pleasant Grove	\$ 16,909,024
82	Roseville Parkway	Lead Hill	Douglas	\$ 534,862	111	West Park Dr	Blue Oaks	Bob Doyle	\$ 1,200,000
83	Roseville Parkway	Douglas	Eureka	\$ 467,325	112	Westbrook Blvd	Creekview N Boundary	Blue Oaks	\$ 6,996,551
84	Roseville Parkway	Eureka	Sierra College	\$ 692,334	113	Westbrook Blvd	Blue Oaks	Pleasant Grove	\$ 3,500,000
86	Roseville Road	Foothills	City Limits	\$ 5,000,000	114	Westbrook Blvd	Pleasant Grove	Baseline	\$ 4,161,624
87	Santucci Blvd	Baseline	SV Limit	\$ 3,707,826	115	Woodcreek Oaks Blvd	Baseline	Junction	\$ 401,420
88	Secret Ravine Parkway	Roseville Parkway	Sierra College	\$ 2,022,527	116	Woodcreek Oaks Blvd	Junction	Pleasant Grove	\$ 1,729,366
89	Sierra College Boulevard	Rocklin	Secret Ravine	\$ 686,369	117	Woodcreek Oaks Blvd	Pleasant Grove	Blue Oaks	\$ 5,750,000
91	Sierra College Boulevard	Olympus	Douglas	\$ 212,719	118	Woodcreek Oaks Blvd	Blue Oaks	City Limit	\$ 2,329,769
93	Sierra College Boulevard	Eureka	Roseville Parkway	\$ 681,262	TOTAL ROADWAY COST TO PROGRAM				\$ 280,601,431

Intersection Project				Intersection Project				Intersection Project			
ID	Street 1	Street 2	Cost to TDF	ID	Street 1	Street 2	Cost to TDF	ID	Street 1	Street 2	Cost to TDF
119	Atkinson	Main	\$ -	176	Pleasant Grove	Highland Park	\$ 557,211	218	Sierra College	Old Auburn	\$ 224,542
120	Baseline	Junction	\$ 312,742	182	Pleasant Grove	Michner	\$ 185,876	222	South Cirby	Old Auburn	\$ 182,026
130	Blue Oaks	Crocker Ranch	\$ 121,992	183	Pleasant Grove	Highland Pointe	\$ 231,726	228	Stanford Ranch	Fairway	\$ 362,372
131	Blue Oaks	Fiddymment	\$ 1,750	184	Pleasant Grove	Country Club	\$ 317,483	229	Stanford Ranch	Five Star	\$ 72,637
132	Blue Oaks	New Meadow	\$ 967,676	185	Pleasant Grove	Woodcreek Oaks	\$ 7,000	231	Sunrise	Cirby	\$ 771,813
134	Blue Oaks	Diamond Creek	\$ 294,733	186	Pleasant Grove	Hallissy	\$ 30,000	232	Sunrise	Coloma	\$ 192,176
135	Blue Oaks	Woodcreek Oaks	\$ 1,151,268	187	Riverside	Cirby	\$ 1,068,548	233	Sunrise	Douglas	\$ 22,239,815
136	Douglas	Judah	\$ 3,500	188	Riverside	Darling	\$ 53,708	234	Sunrise	Lead Hill	\$ 521,209
138	Eureka	Douglas	\$ 306,976	189	Riverside	Douglas	\$ 907,964	235	Sunrise	Eureka	\$ 290,386
139	Fiddymment	Baseline	\$ 11,897	193	Rocky Ridge	Cirby	\$ 150,128	236	Sunrise	Roseville Parkway	\$ 238,832
141	Fiddymment	Pleasant Grove	\$ 7,000	194	Rocky Ridge	Douglas	\$ 688,765	237	Sunrise	Sierra Gardens	\$ 433,724
143	Fiddymment	Westhills/Vista Grande	\$ 124,250	195	Rocky Ridge	Lead Hill	\$ 315,796	238	Sunrise	Kensington	\$ 719,449
146	Foothills	Blue Oaks	\$ 1,455,716	196	Rocky Ridge	Eureka	\$ 270,856	240	Taylor	Roseville Parkway	\$ 476,497
147	Foothills	Pleasant Grove	\$ 545,307	197	Rocky Ridge	Professional	\$ 603,636	243	Vernon	Cirby	\$ 175,096
148	Foothills	Junction	\$ 1,147,525	198	Roseville Parkway	Eureka	\$ 337,595	247	Washington	Blue Oaks	\$ 406,113
149	Foothills	Main	\$ 863,115	199	Roseville Parkway	Douglas	\$ 595,269	248	Washington	Roseville Parkway	\$ 517,525
150	Foothills	Vineyard	\$ 597,877	200	Roseville Parkway	Lead Hill	\$ 1,750	250	Washington	Pleasant Grove	\$ 229,512
153	Foothills	Roseville Parkway	\$ 1,059,015	202	Roseville Parkway	Pleasant Grove	\$ 1,042,390	251	Washington	Diamond Oaks	\$ 468,985
154	Foothills	Misty Wood	\$ 85,076	204	Roseville Parkway	Reserve	\$ 293,912	254	Washington	Oak	\$ 4,200,000
155	Foothills	Albertson's	\$ 565,047	205	Roseville Parkway	West Mall	\$ 823,653	256	Washington	Hallissy	\$ 112,000
156	Foothills	Rand/Pilgrims	\$ 1,750	206	Roseville Parkway	N. Cirby	\$ 125,396	257	Washington	All America	\$ 174,746
157	Galleria	Roseville Parkway	\$ 773,019	207	Roseville Parkway	Olympus	\$ 265,072	265	Woodcreek Oaks	Baseline	\$ 437,437
158	Galleria/Harding	Wills	\$ 5,250	208	Santa Clara	Douglas	\$ 3,500	266	Woodcreek Oaks	Canavari	\$ 316,496
163	Hilltop	PFE	\$ 371,033	214	Secret Ravine	Alexandra	\$ 185,876	267	Woodcreek Oaks	Horncastle	\$ 238,192
164	I-80 EB On	Eureka	\$ 920,667	215	Sierra College	Douglas	\$ 513,384	268	Woodcreek Oaks	McAnally	\$ 1,750
167	Industrial	Alantown	\$ 30,000	216	Sierra College	Eureka	\$ 633,095	269	Woodcreek Oaks	Camino Capastrano	\$ 292,983
175	Pleasant Grove	Fairway	\$ 528,257	217	Sierra College	Roseville Parkway	\$ 646,768	TOTAL INTERSECTION COST TO PROGRAM		\$ 57,405,101	

Transportation Commission Meeting

March 17, 2015 – 7:00 p.m.

Reports and Updates

Item 8a. Alternative Transportation Division Update

Staff: Michael Wixon, Alternative Transportation Manager

Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Celebrate the Earth Festival

Alternative transportation is participating in this citywide event on **Saturday, April 18**, 10 a.m. – 3 p.m. at Mahany Park. Free secure bike parking will be available, along with free Roseville Transit Local service all day. Festival attendees who bike or ride the bus to the event are eligible to win a Fitbit activity tracker. Booths will share information with the public about ways to improve air quality and use the car less by using transit, biking, walking, and sharing rides. Also, kids will be able to see the effects of pedal power with our bicycle-operated smoothie machine. Visit www.roseville.ca.us/earthday for more information.

Free Smart Cycling & Basic Bicycle Maintenance Clinics

Introductory instruction on skills to bicycle safely and predictably on the road, as well as basic bicycle maintenance, will be offered by the City of Roseville in partnership with the Placer County Transportation Planning Agency. These clinics are also being held at locations in Auburn.

Smart Cycling

Tuesday, April 14 – Noon to 1 p.m.
City of Roseville Civic Center, Meeting Rooms 1 & 2

Basic Bicycle Maintenance

Wednesday, April 29 – 6 to 7 p.m.
Roseville Cyclery, 404 Vernon Street, Roseville

May is Bike Month

It's almost time to get in gear for the Sacramento region's May is Bike Month. The goal is to encourage the public to collectively log more than 1 million miles for commuting, errands, or recreation. Cyclists have the opportunity to win prizes by logging miles. Roseville is participating and there are several upcoming events to engage and educate the public.

Bike with the Mayor

The public is invited to join in on a bike ride with Mayor Carol Garcia on **Saturday, May 2** at 9 a.m. We will ride from Veterans Memorial Park North to Dugan Park, approximately 3 miles round trip. More information is available at www.roseville.ca.us/events.



May is Bike Month Energizer Station

Roseville will have an Energizer Station at Sculpture Park on the Miner's Ravine Trail on **Wednesday, May 6**, 4 – 7 p.m. The public can have their photo taken, sign up to participate in May is Bike Month, and enjoy a snack on their ride. The event is supported by the City of Roseville, Sacramento Area Council of Governments, and Roseville Cyclery.

Legislative Update

A review of the Governor's Draft Budget for FY16 has been prepared by the Legislative Analyst's Office (LAO) and is available on-line at:

<http://lao.ca.gov/Publications?Type=Overview%20of%20the%20Governor's%20Budget>

This website also contains specific links to the LAO's review of the Governor's Draft Transportation Budget for FY16.

The federal "Highway and Transportation Funding Act of 2014" extended federal funding for transportation until May 2015 and has yet to be extended beyond that date by congress. Staff has received direction from the Federal Transit Administration (FTA) field office to submit its grant application for this year's funding as if it were receiving the full year of funding (the federal fiscal year runs from October 1 through September 30).

The PERPA and 13(C) issue remains unresolved still. Transit operators have yet to hear from the USDOJ or USDOL regarding the decision of the U.S. District Court for the Eastern District of California, Civ. No. 2:13-cv-2069 KJM DAD, even though the appeal date of the decision passed on February 28, 2015. Staff will update the Commission at the meeting of any further activity. The latest communication from the California Transit Association (CTA) regarding the decision of the decision of the U.S. District Court is attached below.

Attachment:

1. CTA Communication RE: Decision of the U.S. District Court for the Eastern District of California, Civ. No. 2:13-cv-2069 KJM DAD,



February 6, 2015

Litigation Developments: PEPRA and 13(c) USDOL Not Certifying FTA Grants, Considering Appeal of Ruling

On December 30, 2014, the United States District Court Judge Kimberly Mueller (Eastern District of California) [ruled in favor of the State of California and Sacramento Regional Transit District \(RT\)](#), finding, under the Administrative Procedures Act (APA), that the U.S. Department of Labor's (DOL) decision to decertify an RT grant was "arbitrary and capricious" and misinterpreted the applicable law.

The State and RT acted as the plaintiffs in this litigation over whether California's Public Employees' Pension Reform Act (PEPRA) violates the labor protections of Federal transit law – commonly known as the "13(c) provisions." It is our understanding that the court, by granting summary judgment to the State on two of its key arguments, found that DOL acted in violation of the federal APA in its application of 13(c) to PEPRA (i.e., when it first denied RT's federal transit grant).

The Federal judge's key action was a ruling that this "matter is remanded to the Department of Labor for further proceedings consistent with this order."

While we have previously reported that it was our understanding that by operation of existing California law (according to the bill first proposed in 2013 by Governor Jerry Brown that applied in 2014, which we supported, and the measure last year to extend the 2014 solution through 2015), PEPRA now applies to employees of public transit systems otherwise subject to 13(c), we now know that DOL is currently not certifying grants; the DOL seems to at least be holding grants, if not taking actions to or considering whether to decertify, various FTA grants otherwise pending and due to various California transit agencies. (Our original interpretation was that, under the terms of the PEPRA exemption enacted in state law, the issuance of the ruling in favor of the State/RT terminated the exemption and, as a result, all public transit employees, hired after December 30, 2014, were and are subject to the pension restrictions set forth in PEPRA.)

One communique we've seen from USDOL to a California transit agency read, in part, as follows:

"The Department of Labor is reviewing the December 30, 2014 decision of the U.S. District Court for the Eastern District of California, Civ. No. 2:13-cv-2069 KJM DAD, in consultation with officials in the Department of Justice. DOL has not made a final decision on the processing of grant applications for properties and authorities in California. We will keep you apprised."

We have also heard through other channels that DOL is strongly considering appealing the District Court's decision. The DOL has 60 days from the date of the ruling, or, until February 28, 2015, to file an appeal. California legislative staff has indicated to us at least these three pathways for DOL:

- DOL could re-do its denial of certification with a stronger, more substantial analysis and rationale for denial and then re-issue its denial letter. Presumably the State and/ or RT would then have to challenge DOL again, and the court would then decide whether DOL found a rationale that was not arbitrary and capricious.
- DOL appeals to the Appellate Court and requests a stay from implementing the District Court's order. Presumably the status quo would prevail until the Appellate Court's decision.
- DOL accepts the District Court's decision, rescinds its denial, and certifies the California transit agency applications for federal funding.

In the meantime, we understand that the litigation team representing the State and RT, including Governor Brown's counsel, the special counsel engaged to lead the litigation effort, RT's lawyers and management, and lawyers and staff from the California State Transportation Agency, Caltrans, and the California Labor & Workforce Development Agency, are in regular communication with DOL, and all options are being reviewed. Due to the pendency of the deadline for DOL to appeal, however, we believe that no State agency (e.g. CalPERS) is likely to issue formal guidance until the final federal litigation path is exhausted (i.e. until DOL either determines not to appeal; until DOL's appeal is rejected by the appellate courts; or, until DOL appeals and the appellate courts act on that appeal).

Having said that, we do have indications that CalPERS is working on a Circular Letter (which is their form of guidance to employers who participate in CalPERS on administrative issues) that will be issued to give the participating employers the guidance they need on this issue, when deemed appropriate. For non-CalPERS transit agencies, we will endeavor to provide more guidance when more details are available.

If you have any questions or comments about this Funding Update,
please contact Executive Director Josh Shaw at 916-446-4656 ext. 1012 or josh@caltransit.org.